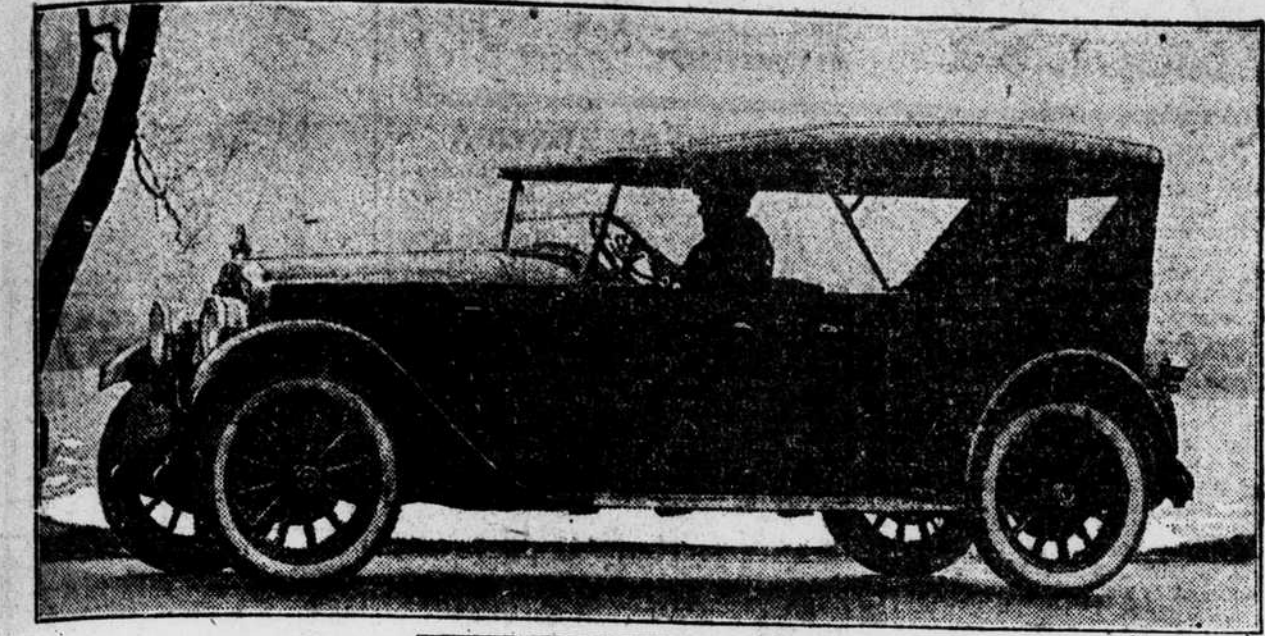


FOUR-WHEEL BRAKES ONE OF BIG FEATURES IN NEW MODEL OF THE PACKARD SINGLE-SIX



Four wheel brakes and a number of other important features and refinements are incorporated in a new model of the Packard Single-Six, just announced by the Packard Motor Car Company.

Mechanical simplicity and resulting economy of both operation and upkeep of former single-six models have been retained as have the beauty of both the body lines and finish and the comfort of riding. The wheel base remains the same, 126 and 127 inches and there is no change in the motor with its seven-bearing crankshaft, its thermostatically controlled cooling, its perfect balance, accessibility, ample power and its 17 or more miles to the gallon of gasoline.

The fuelizer, an exclusively Packard feature, which is declared to make starting easier and to add greatly to the new model. The car has been made even easier to drive with a larger steering wheel and the same bar steering steering knuckles that are used in the new Packard Straight-Eight.

The factory is running to capacity and enough single-sixes of the new

model have been built in the last 45 days to permit shipments to all parts of the country.

Packard largely was responsible for the adoption of four wheel brakes in this country, pioneering them in its straight-eight announced early in the year. Since the advent of the straight-eight engineers of the Packard company have been at work on the new single-six model adapting the four wheel braking system to it.

As in the straight-eight the four wheel brakes are a built-in part of the car and the systems on each car are identical. There is the same planetary rear construction on the brake pedal which steps up the action as the pedal is depressed and flexible steel cables are used to actuate the front wheel brakes. A constant ratio of braking pressure is maintained between the brakes on the front and on the rear wheels and also a constant equalization between the opposite wheels both front and rear.

For the foot or service brakes internal expanding brake shoes are used on the front wheels and external contracting bands on the rear wheels. The hand brake is of the in-

ternal expanding type, acting on the rear wheels only and is entirely separate from the other system, thus giving six brakes to the car. No matter what the condition of the road, it is asserted, the car comes to a gentle but quick stop when the four wheel brakes are applied. Skidding is reduced to a minimum and while the stop is made quickly passengers are not disturbed by it. Adjustments are declared to be extremely simple and necessary only about half as often as with rear wheel brakes only.

The transmission has been made heavier than that of the former single-six model and the same improved type of gears used in the straight-eight has been adopted. The gears are of such shape that there is a constant bearing, one tooth against the other all the time the gears are in mesh, making for greater smoothness and more quiet operation.

Built into the transmission housing is the planetary gear for the brakes operated by the brake pedal and the switch for operating the warning stop light. This stop light construction is another feature, new in motor car designing, adopted from the straight-eight. It makes the light,

heretofore considered to be an accessory, an integral part of the car with clamps and pull wires eliminated and all of the operating mechanism completely enclosed in the wheels which are of the artillery type. The new wheels also add much to the appearance of the car.

One feature which is expected to cause considerable favorable comment is the manner in which the battery has been placed. It has been located in a metal container built into the right running board and front fender for greater accessibility and convenience. Access to the battery is obtained simply by removing a plate on top of the box which also provides a step when it is found necessary to examine the motor. This makes it unnecessary for driver or passenger to leave the car when the battery is inspected at a service station.

Cable terminals for the battery also are brought up to fittings in the box in such manner that when the battery is removed there is no necessity of bending heavily wired out of having a second person hold them out of the way as the battery is lifted out.

COMING EVENTS

Dec. 29-31—N. E. Get-together Y. P. C. U. Congress Square church, Portland.

Jan. 9—Maine State Bee-keepers, Bangor.

Jan. 10—Maine Federation of Women's Clubs, Lewiston, Bates College chapel.

Jan. 17—Charity ball, Augusta.

Feb. 13-14—Western Maine fruit growers conference, Auburn.

Feb. 14-15—Coast-to-coast trip, sponsored by Portland Ad. Club.

Feb. 21-23—Augusta Winter Carnival.

Feb. 14-16—Auburn Winter Carnival.

Feb. 25-Mar. 1—Annual Portland Auto Show.

Feb. 27—Chuzzle Wizzle.

June 14-18—240th Artillery, C. A. C. officers' school, Fort Wright, Long Island Sound.

June 16-21—Field Artillery school, Presque Isle.

June 22-26—80th Infantry Brigade officers' training school, Camp Keyes, Augusta.

Brussels, Dec. 28—Eighty thousand Belgians deported by the Germans during the war are bringing a monster collective damage suit against the German government by virtue of Article 304 of the Treaty of Versailles. The suit will be heard in accordance therewith by the German-Belgian mixed arbitration tribunal sitting in Paris on January 7, under the presidency of Paul Morand, head of the law faculty of Geneva University.

RELIEVE TRAFFIC TROUBLES IN CITIES OF MANY STATES

Greatest Convention of Experts and Police Officials Ever Held Will Try to Make Regulations Uniform

Washington, D. C., Dec. 28—In explanation of the National Motorists Association of the traffic experts and police officials of a dozen of the largest cities of the United States to devise a national uniform motor code, Fred H. Caley, secretary of the organization, stated today that the convention idea is the result of the discovery that the importance of the big cities in respect to motor vehicle control has been largely ignored.

"The motorist has been looking in the wrong direction for relief from the dangers and annoyances of varying motor vehicle laws because he has been directing his complaints to the automobile departments if the various states," said Caley. "To repeal an existing motor vehicle law or to substitute a new one it is necessary to await the next session of the states' legislatures in addition to first gaining the cooperation if the officials of the motor vehicle department through petition.

"This is a long, painful process, and is largely responsible for the fact that the motor laws in various states differ to a point where a motorist has considerable difficulty keeping within the law even though he desires to be law abiding.

"Such conditions do not exist in the traffic and police circles of the big cities of the country, and the result is that an ordinance can be repealed or a new one put into effect as soon as there is need for it.

Uniform Traffic Law Needed

"The National Motorists association appreciates the urgent need for devising a uniform motor vehicle code to relieve the present situation, and its first step in undertaking this gigantic task was to decide upon the proper course to take. Thus Judge Richard H. Lee, of New York, vice president of the N. M. A., in planning the greatest convention of traffic experts ever undertaken, will attempt to interest a dozen or so cities in the idea of cooperating on a uniform code.

"It is anticipated that the effect of this will be to force the states to adopt a similar code of uniformity and to end the folly of making the motorist learn a new set of laws every time he crosses a state boundary line.

Judge Lee, it is understood, will welcome registrars and commissioners of the various states, but the plans for uniformity, it is said, will be taken up as city measures and not as state proposals.

It is said that this is the most direct method of arriving at desired results. It will automatically influence the members of the states' legislatures to put through measures that are in conformity with those adopted by the big cities and thus demanded by the motor public.

"The way matters stand we have the states devising a set of motor vehicle laws which are only generally uniform. The motorist must learn the laws of each state he must travel through other Michigan cities and towns.

Advantages of Uniformity

"Success on the other hand, that New York and Philadelphia have to adopt a uniform code. The advantages of such uniformity would be that it would appear to the motorists of both cities that immediately to adopt the laws of both states would be urged to change the state laws to conform with each other.

"If the states would be influenced by the decisive step toward uniformity as taken by the representative cities the state laws would soon be amended to conform to the smaller cities in both states to adopt the code used by the two representative cities.

"Nothing will ever be accomplished by trying to get the states to unify their codes when their representative cities adopt wide divergencies in ordinances. The states will follow the trend of the cities, and it is obvious that the first step is to bring together the heads of the traffic departments of the various cities.

"Having uncovered the real cause of the lack of progress in unifying motor vehicle rules and regulations the N. M. A. looks forward to the proposed convention of traffic heads with keen anticipation. It results that will be of immeasurable help to motorists in driving not merely comfortably but safely."

NEWS BRIEFS

St. Louis, Dec. 28—A man under arrest here, asserted, according to police, that he killed "Big Jim" Collins, Chicago "cabaret king," and Chicago city detectives are expected here tomorrow to investigate the story.

New York, Dec. 28—Ernest and Marie Vetter, who were convicted of first degree manslaughter for the killing of Alonzo J. Shorey last May were each sentenced to eight to 15 years in prison today.

Superior, Wis., Dec. 28—Edward J. Salstad and Dorothy Anderson today pleaded guilty to a charge of arson and were sentenced to four years imprisonment.

Washington, Dec. 28—Extension of the coastwise shipping laws to the Philippines, separation of the Emergency Fleet Corporation from the Shipping Board, compulsory co-operation between American and foreign and a survey of the needs for a permanent merchant marine were recommended today to President Coolidge by Chairman Jones of the Senate commerce committee. Senator Jones submitted his recommendations in response to a request from the president who asked him for memorandums of his views on various shipping and allied problems.

Washington, Dec. 28—Reversing its previous policy, the House today means committee today made public the new revenue bill in the form it was sent to the Capitol by Secretary McPherson.

Philadelphia, Dec. 28—After a 36-year career of scaling dizzy heights without accident, R. F. Atkinson, sleepwalker, is in a hospital today from injuries received in a fall downstairs while sleepwalking. Atkinson, among other activities, has edited the Way of the World building, New York, put lightning rods on the Washington monument and repaired the statue of Penn atop Philadelphia's city hall.

Boston, Dec. 28—University of Toronto hockey team defeated Boston College here tonight, 3 goals to 1.

Manila, Dec. 28—(By A. P.)—Lieut. Associated Veterans of the Revolution, an organization of men who fought for the freedom of the Philippines from foreign rule and which is headed by General Emilio Aguinaldo, has refused to participate as a body in the "protest parade of the Knights of Rizal on the celebration of the anniversary of the birth of Jose Rizal, a Philippines hero executed by the Spaniards in 1906.

New York, Dec. 28—Sailor Friedman, Chicago lightweight, defeated Johnny Clinton, of New York, in the ten round feature of an interesting boxing show tonight in Madison Square Garden.

Paris, Dec. 28—Colonel Samuel Slier has filed suit for divorce in the Paris courts against Alice Maude Spry Slater, now living in London, whom he married in New York on November 2, 1901.

Manila, Dec. 27 (By A. P.)—Lieut. Osborne C. Wood, who is in Sagace in the province of Benguet with his father, Governor General Leonard Wood, declared that he had no comment to make regarding his financial transactions in the United States by which he is reported to have made between \$700,000 and \$800,000 in a telegram received here today from him.

Mexico City, Dec. 27 (By A. P.)—The Mexican Senate today ratified the special United States Mexican claims convention by a vote of 42 to 3. The general claims convention was approved as a whole, 35 against 1.

Omaha, Neb., Dec. 28—The Skinner Packing Company, the Federal court receiver for which was recently discharged today, reverted to receivership on application of Eugene L. Bodge, of Portland, Me.

Pierre, S. D., Dec. 28—The signed acceptance of President Coolidge as the majority Republican candidate in the state primary election campaign was filed with the secretary of state today. The declaration simply said: "I, Calvin Coolidge, do hereby declare that if nominated and elected, I will qualify."

Copenhagen, Dec. 28 (By A. P.)—The small passenger steamer King Haakon which left Harwich on the English east coast Wednesday night for Esbjerg, on the Jutland coast of Denmark, was stranded yesterday

near the island of France, in the North Sea, off Jutland. A wireless call for help brought the ship to the aid of the vessel and all her 40 passengers, most of whom were said to be from the United States, were safely taken off.

Louisville, Ky., Dec. 28—Two carpenters, employed in the W. J. Hughes & Sons Co., lumber plant, were missing today after a spectacular fire which swept the five-story factory and lumber yard yesterday. Eighteen persons were injured. The loss was \$410,000.

Boston, Mass., Dec. 28—A net income of \$375,105 in November, 1929, is shown in the New York, New Haven & Hartford Railroad's monthly financial statement made public today. The previous month's net income was \$324,851, while the net income figure for the period Jan. 1, 1929 to Nov. 30, 1929, shows a deficit of \$3,224,854. Other figures for November are: Non-operating income, \$1,004,795; miscellaneous operating income (deduct), \$550; gross income, \$2,293,194; and deductions from gross income, \$1,920,088.

Austin, Tex., Dec. 28—Amnesty of 15 days has been granted to Mexican revolutionary generals by President Obregon, according to J. L. Schlemmer, who arrived here today from Mexico City to confer with Governor Pat M. Neff, of Texas, as a representative from the Mexican president. He stated he was not at liberty to disclose his mission.

Atlanta, Ga., Dec. 28—General Palmer E. Pierce, president of the National Collegiate Athletic Association, reviewing the accomplishments of the association and discussed the case of Charlie Paddock, champion sprinter, in his annual address before the convention of the organization in session here today. He urged strict administration of the amateur law, with particular reference to the case of Paddock, who was charged with regard to the playing professional and semi-professional baseball was particularly bad in certain parts of his career, he said, where there is no uniformity of opinion in the treatment of the subject.

Chicago, Dec. 28—A steadily increasing loss of life and property from fire during the year 1929, according to an analysis of fire records for the year, showed that the Nation's Business. An average of 41 persons are burned to death and 41 injured seriously every 24 hours. The compilation shows five schools burned each day while 15 hotels have fires daily.

Moline, Ill., Dec. 28—George N. Peek, president of the Moline Plow Company today announced that the company will discontinue manufacture of harvesters at its Poughkeepsie, N. Y., plant and of tractors at Rock Island, Ill. Plants making farm implements here and at Minneapolis will continue, he said.

Springfield, Mass., Dec. 28—Daniel Nasornic, lumberjack, arrested last night for the murder of Mrs. Elizabeth Fosbury here in August, 1922, was taken to jail on a bench warrant today to await arraignment in superior court. He has already been indicted. Nasornic, who told the police he had been in a lumber camp near Beaver Falls, N. Y., since the shooting, was led to return to the scene of the crime partly by his uncertainty whether the shooting resulted fatally. He is unable to read or write.

Find P. O. Clerk Dead with Chisel in Back of Neck

Winthrop, Mass., Dec. 28—A strange chain of circumstances surrounding the death of William J. Downes, post office clerk and prominent yachtman, baffled police investigators and the medical examiner called in after the discovery of Downes' dead body locked in his home here tonight.

Downes' body was found lying face downward on the floor of a bedroom in his home with the blade of a combination chisel and screwdriver driven in full length into the skull, just back of the right ear. On a bed, four feet away, lay a blood stained hammer. Downes' hands were stained with blood and there were stains on the wall paper of the room. Bloodstains were also found in a bathroom adjoining the bedroom. The discovery was made by Downes' daughter Dorothy upon her return from work in Boston tonight. Downes, who was 38 years old, had not been in good health, the police said. The police inclined to the theory of suicide, admitted the circumstances were "most peculiar." Medical Examiner's traces withheld a report in the case.

Downes, an employee of the Winthrop post office for 16 years, and a former vice commodore of the Winthrop Yacht Club, did not appear for work at his customary hour, 11 o'clock. He had visited the post office in the morning and had left, saying that he would return later.

Shortly before 11, David Belcher, superintendent of the postoffice, said that he received a telephone call, supposedly from Downes, in which he said that he was in Boston and had missed a train and would be half an hour late for work. So far as is known to the police he was not seen after that hour.

Downes' home is on a small street, his daughter, Dorothy, as was her husband, called at the postoffice and was informed her father had not worked. She stated that she found the house locked and the key not in an accustomed hiding place. Enlisting the aid of a neighbor, who entered through a window, she effected an entrance and searched the house.

The body was discovered in a second floor bedroom. A physician, hastily summoned, pronounced Downes dead. Later, it was ascertained that the blade of the screwdriver had penetrated two and a half inches into the man's skull, being driven in, apparently by blows from the hammer found on the bed, up to the handle.

Search for the key was at first fruitless. Some time later it was found on a table in another room.

Downes had lived with his two daughters since the death of his wife two years ago.

Deplores Wide Spread Use Opium in This Country

Bloomington, Ind., Dec. 28—The United States will soon be classed as the greatest opium user on earth, Dr. Sudindra Bose, a native of India, and a member of the faculty of the University of Iowa, declared in an address here tonight before the convention of Cosmopolitan Clubs of America.

"A few years ago," he said "China was considered the worst opium-ridden country in the world. Now it appears that the United States is consuming forty times more opium per capita than any other white people. Moreover, the use of drugs in the United States has more than trebled within the last few years. At this rate the United States will soon be classed as the greatest user of the drug on earth."

Public Bequests in Will Harmon Filed at Portland

Portland, Dec. 28—Charles C. Harmon of Portland, member of the firm of Loring, Short & Harmon, died 15 years to a day from the date of execution of his last will, filing of the testament disclosed. Mr. Harmon passed away on Dec. 9 last, and his will was executed on Dec. 8, 1908.

By the will and the two codicils attached bequests are made to public institutions, the bulk being placed in trust funds for the widow, the children and their issue. The bulk of the estate is not estimated in the petition which accompanied the filing of the will.

The home for Aged Women, Female Orphan Asylum, and Temporary Home for Women and Children each receive \$1,000, while the testamentary trustees are to employ the firm, size being dependent upon the term of employment. To employees with the firm for 10 years, Mr. Harmon left a remembrance of \$5, with \$25 for each year of service the concern for 25 years. By a written notation, appearing on one of the codicils, Mr. Harmon bequeathed the \$25,000 to Frederick W. Robinson, who was associated in business with the testator.

The entire estate, including insurance policies, stocks, bonds, and titles, rights and interests are left in trust to the executors—Isabelle Clark Harmon, Edward A. Shaw and William E. Edwards—until a clause in the will directs payment of one-third of the net income to the wife Isabelle Clark Harmon, and the remaining two-thirds to the children. Carriers, and the will directs that the trustees to sell the real estate, convert same into money and to invest in safe and reliable securities.

Provision is made in one of the codicils for another trust fund upon certain conditions, this transferring a portion of the estate to the Fidelity Trust Company, the life trust to be for 10 years and the income to be shared during that time by the children. If the fund is established and it is left to the discretion of the trustees, the principal is to be divided at termination of the trust among the children. The trust fund directed in the will is to operate during the lifetime of the widow and for 25 years and after the day of her death, unless earlier unanimously terminated by the trustees. It may be terminated during the lifetime of Mrs. Harmon.

In concluding one of the codicils, the testator in reference to the 10-year trust fund directs that if at the time of termination of the trust no child of his, nor child of his child is living, that what remains shall be divided equally between the president of Bowdoin College, and the trustees of the Brunswick Institution. One of the codicils is dated Aug. 14, 1914, and the other Jan. 24, 1923.

To Talk One Big Union Idea at Lynn

Lynn, Mass., Dec. 28—The joint council of the Amalgamated Shoe Workers of America voted tonight to invite officials of the Shoe Workers Protective Union to address their local unions here and in other shoe centers on the subject of merging into one great body to include all the shoe workers of the country.

The Shoe Workers Protective Union has called upon the Amalgamated to join with it in a single organization and tonight's action was regarded as favorable to the proposed merger. The combined unions would have a membership of approximately 40,000.

The United Shoe Workers of America, with a membership of 8,000, recently joined forces with the Shoe Workers Protective Union. The Amalgamated has a membership of about 10,000 of which about 8,000 are employed in Lynn factories.

The NEW MODEL SINGLE SIX

Still Finer, With No Change in Fundamentals

The new Packard Single-Six remains unchanged in fundamentals of engineering and manufacture. heavier construction contribute enhanced appearance. Greater steering ease is provided. A larger steering wheel is used.

We agree with its more than 30,000 enthusiastic owners, that basically the Single-Six cannot be greatly improved.

We recognize, however, in four-wheel brakes, an important advance in motor car design.

In fact, Packard Straight-Eight was the first prominent American car to carry four-wheel brakes as regular equipment.

From this time, all Packard cars will be equipped with four-wheel brakes, and two additional brakes on rear wheels, a total of six.

To insure greater durability, and long life the new Single-Six is provided with a heavier transmission. It is exceptionally quiet and smooth in operation. Artillery type wheels of

Refinements in Regular Equipment

There are also several important refinements in regular equipment including—

- Gasoline gauge on the instrument board;
- The use of adjustable window regulators on the rear windows of Sedans and Sedan-Limousines;
- The adoption of an efficient stop-light for all types;
- Larger steering wheel;
- A more beautiful instrument board, with walnut finish;
- Rear vision mirror and windshield cleaner;
- An interior tonneau light for all open models;
- Toilette cases, smoking sets for closed cars

\$2585

Five-Passenger Touring Car at Detroit

Ten other beautiful models, open and enclosed.

Wadleigh & Son

Chapel St. Place Tel. 1343-M Augusta

PACKARD